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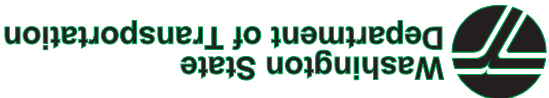
**We're on the Web:**  
**[www.wsdot.wa.gov/regions/eastern](http://www.wsdot.wa.gov/regions/eastern)**  
**Click on "North Spokane Corridor"**

**Please Mail or Fax to:**

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North Spokane Corridor Project  
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Spokane, WA 99207-2090  
Phone: (509) 324-6091  
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Eastern Region  
2714 North Mayfair Street  
Spokane, WA 99207-2090



# SPRING 2002

## NORTH SPOKANE CORRIDOR NEWSLETTER

### Trends Indicate Growth for Spokane Area Traffic

True, we are not Chicago, Los Angeles, or even Seattle, but we are envisioning a sizeable increase in traffic for the Spokane metropolitan area.

Currently, I-90 in Spokane carries about 105,000 vehicles per day. 312,000 vehicles travel north/south across Spokane on 17 signalized arterials. To predict traffic volumes, WSDOT engineers use a regional forecast model developed by the Spokane Regional Transportation Council. The traffic model uses information from the Growth Management data on population growth and future land use developments. The model for the year 2025 shows Interstate 90 carrying approximately 140,000 vehicles per day and the North Spokane Corridor carrying 100,000 per day. In comparison, today the I-90/I-5 interchange in Seattle handles a similar load: 116,000 on I-90 and 154,000 on I-5.

Other figures support the prediction: Traffic has grown 27% in Spokane

County in just the last 10 years, 38% within the urban area. This is expected to grow about 3% per year. Population Growth: Spokane County's population has increased by 22% since 1980 and is expected to increase by 31% during the next 20 years.

Vehicle Registrations: Since 1994, the number of registered vehicles has gone up 61%.

The North Spokane Corridor is being designed to handle this projected growth to ensure safe and free-flowing movement of all vehicles.

### From the Ground Up...

On August 22, 2001, the Washington State Department of Transportation broke ground on the first section of the North Spokane Corridor (NSC). Construction continued throughout the winter and is expected to be completed by early summer. S.A. Gonzales Construction Company, out of Newman Lake, is the prime contractor.

The project starts at the intersection of Market Street and Hawthorne Road, heads northwest across Parksmith Drive, and ends at Farwell Road between Shady Slope Road and Cherry Street.

The scope of this \$3.5 million project is to build the roadbed and install drainage. Some items included in the contract are:

- Removing 17 buildings, including concrete foundations
- Stripping off and stockpiling topsoil
- Constructing the roadbed for 1.42 miles of freeway
- Constructing the foundation for the pedestrian/bicycle trail
- Building ponds and ditches for storm water treatment
- Planting grass for erosion control
- Installing the chainlink, right-of-way fence

Approximately 1.7 million cubic yards of earth will be moved by the end of the job. Parksmith Drive between Market Street and Hawthorne Road has been closed to through traffic. Parksmith Drive will

reopen early summer 2002. Paving and bridge construction in this section will be done under a future contract. Ultimately, there will be three lanes of traffic in each direction on this section of the corridor.



View of the first grading project, looking northwest from the intersection of Hawthorne Road and Market Street across Parksmith Drive toward SR 2.



View of the future Parksmith Drive Interchange looking south towards Hillyard.

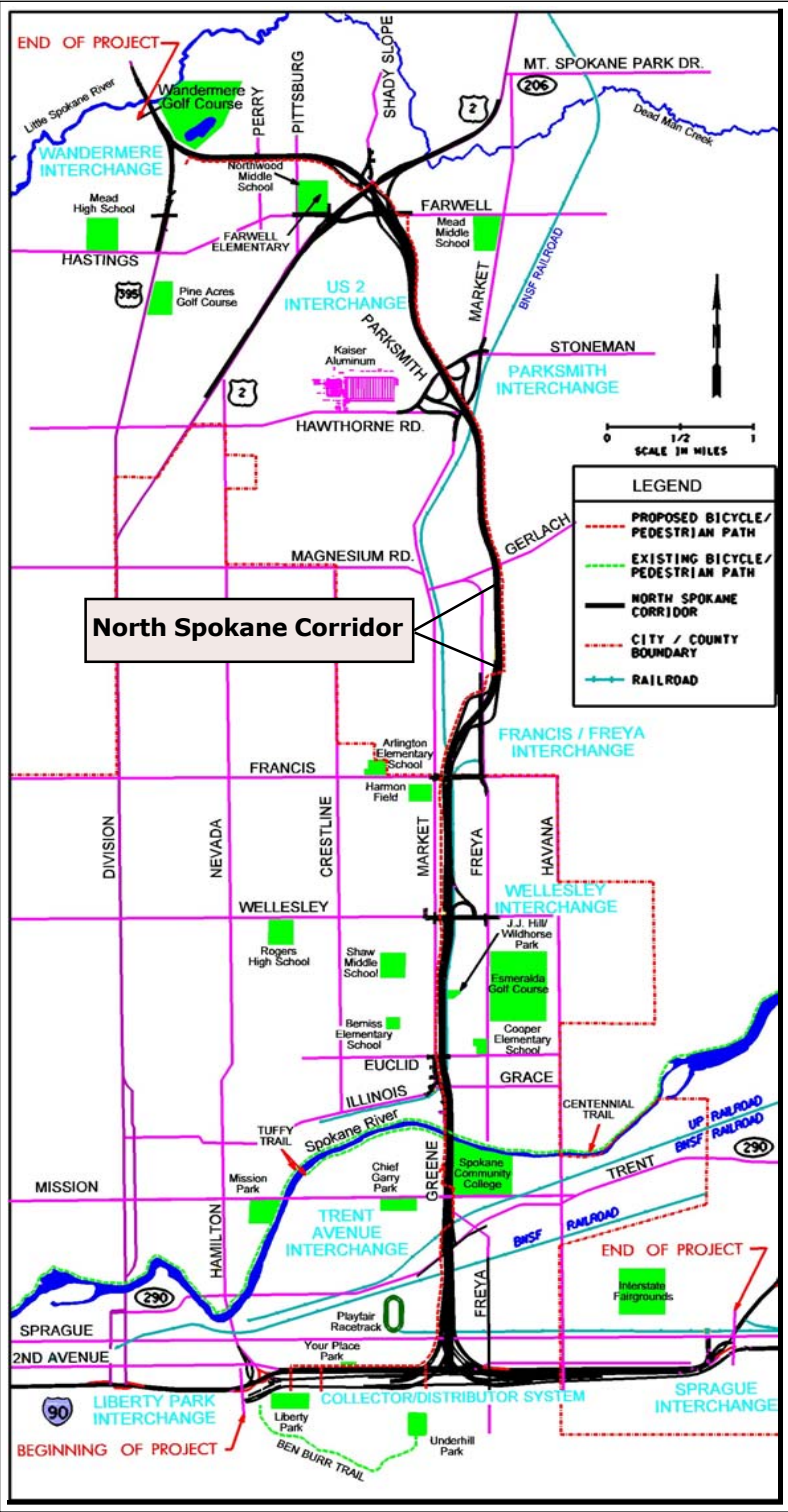
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# North Spokane Corridor Map



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**Public Input Affects Design**  
Your opinions and ideas make a difference - please see the back page of this newsletter for information on how to contact us with your thoughts.  
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## Project Updates

### Spokane River to Wandermere

#### Farwell Road to US 2

Property acquisition in the section from Farwell Road to US 2 has been slowed due to funding constraints. The next anticipated phase of construction will take place in 2003 and will include building two bridges over Market Street near the Market/Hawthorne intersection and two bridges over Farwell Road between Shady Slope Road and Cherry Street. Currently there are no funds available for construction of this project.

#### Lincoln Road to Hawthorne Road

As a result of additional geotechnical investigations, it has been determined that the current mainline alignment through this area, as published in the 2000 Final Supplemental Environmental Impact Statement and Findings and Order, will be revised due to geologically unstable soil conditions. The revised alignment shifts the mainline approximately 1500 feet to the west and was presented to landowners and other stakeholders at meetings on June 26, 2001 and February 26, 2002. New limited access plans and updates to various affected environmental elements are presently being finalized. A limited access hearing for this 1.7 mile portion of the project is tentatively scheduled for early this summer.

### I-90 to the Spokane River

#### Design Modifications Continue South of the River

The process of developing and selecting design improvements for the portion of the North Spokane Corridor from I-90 to the Spokane River continues. The development and selection of design improvements is based on the overall reduction of environmental impacts, improving traffic operations, lowering construction costs, and public input. This process will continue until the Design/Access Hearing anticipated in February 2003.

Some design modifications currently under evaluation include:

- Lowering the collector-distributor roadway at the Thor/Freya interchange to reduce noise and visual impacts to the adjacent neighborhood
- Relocating Your Place Park which is currently on Second Avenue, just east of Altamont Street
- Realigning I-90 to the north from Liberty Park to Thor/Freya to avoid the Qwest Keystone Exchange building located on the south side of I-90
- Adding frontage roads in the vicinity of the Sprague Avenue Interchange to improve access to and from the Valley for the neighborhood east of Havana Street

#### I-90 Altamont Street Crossing Options

On January 29, 2002, WSDOT and the East Central Neighborhood Council held a meeting at the East Central Community Center specifically for affected residents of the East Central Neighborhood. WSDOT representatives presented two Altamont Street crossing options to approximately 100 people.

The neighborhood was updated on our progress towards answering the question brought up at some previous open houses, "Can I-90 be lowered under Altamont?" and to gather ideas from the neighborhood regarding the crossing.

The consensus from this meeting was to lower I-90 to the existing ground and raise Altamont Street over I-90. We are currently designing and evaluating this option.

#### Overview of East Central Neighborhood Panel Discussion

On April 2, 2002, the East Central Neighborhood Council (ECNC) held a panel discussion meeting at Sheridan Elementary School and invited representatives from WSDOT to discuss issues specifically for affected residents of the East Central Neighborhood. The objective of the meeting was to answer questions from neighborhood residents regarding the expansion of I-90 from Liberty Park to Sprague Avenue Interchange and the impact it has on the East Central Neighborhood.

The panel consisted of eight members: Keith Martin, WSDOT Project Engineer; Harold White, WSDOT Program Manager; Ted Trepanier, WSDOT Traffic Engineer; Jim Prudente, WSDOT Environmental Engineer; Ed Hayes of the Spokane Regional Administration; David McCoury, WSDOT Real Estate Services; and Tim Golden, WSDOT Real Estate Services.

Panel members answered questions from approximately 175 to 200 people, ranging from "How long before construction are properties purchased?" to "Why is the collector/distributor along I-90 so large?" Answers to these questions and many others can be viewed on our website. We would like to thank everyone who attended for their questions, and express our appreciation to the ECNC for their help in coordinating and facilitating the panel discussion.

### Pedestrian/Bicycle Trail

The current plan shows over ten miles of pedestrian/bicycle trail from along I-90 to Wandermere. (See map at left.) The preliminary design north of the Spokane River is finished, but we welcome your ideas for the portion south of the river. We've been working on the design in coordination with the Transportation Choices Coalition and the City and County Parks and Recreation departments. The trail will be landscaped and provide access to neighborhoods, play fields, parks, park-and-ride lots, and local schools. It will link key points along the corridor such as the Centennial Trail, Tuffy's Trail (which goes along both sides of the Spokane River near Spokane Community College), Spokane Community College, Your Place Park, and Ben Burr Trail. The current plan shows a crossing under I-90 to Liberty Park at Helena Street, and one over I-90 at Fiske Street, just a few blocks north of Underhill Park, and will replace the existing Regal Street crossing. The existing pedestrian crossings at Magnolia and Custer Streets will be replaced. The design south of the river will also include separated crossings over Mission Avenue, Trent Avenue, Sprague Avenue, Burlington Northern Santa Fe Railroad tracks, and Union Pacific Railroad tracks.

The proposed pedestrian/bike trail was the focus of a neighborhood meeting in the East Central Neighborhood on March 21, 2002.

## Tentative Dates for the Next Public Involvement Opportunities South of the Spokane River

Over this coming year, we will be holding public meetings to update you and gather input on the progress of the design south of the Spokane River. The following is a list of the anticipated meetings: July 2002--General Open House. A flyer will be mailed announcing the date and time. There will be a notice in the paper as well. October/November 2002--Stakeholder meetings for property owners south of the river specifically impacted by the NSC project. January 2003--Open House for Design Access Hearing February 2003--Design & Limited Access Hearing

## Brief Overview of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 Displaced Tenant Entitlements and Payments

*Uniform Act requires that comparable replacement housing must be within the financial means of the displaced person.*

The provisions of the Uniform Act concerning relocation are found in Federal Regulations 49 CFR Part 24.

As stated in the law, the purpose is to assure fair and equitable treatment of displaced persons so that such persons do not suffer disproportionate injury from projects designed to benefit the public as a whole.

1. When the state's acquisition requires you to move your household, you will be given **at least 90 days** written notice of the date by which you will be required to move. Also, at least one comparable dwelling must be available and you will receive written notification of its location.
2. **Moving Payment**  
Tenant can choose either:
  - A. Self move scheduled payments based on a fixed cost moving schedule, page 8 in the Residential Relocation Assistance Program booklet or
  - B. Commercial mover to pack, transport and unpack your furnishings and personal property. Moving insurance is included.
3. **Rent Supplement Payments**
  - A. If your replacement dwelling rental cost is higher than you have been paying, you may be eligible for rental assistance payments. These payments are based on a 3 ½ year period, and a comparable rental that the Agency approves.
4. **Replacement Housing** must meet Decent, Safe and Sanitary (DSS) requirements referred to on page 13 of the Residential Relocation Assistance Program Booklet.

Our Eastern Region Real Estate Services Staff will provide Relocation Advisory services to each displaced individual. Each case is different and our goal is to assure that all displaced persons are relocated successfully.

Three booklets are available that provide more detail into the acquisition and relocation processes. Copies may be requested by contacting Eastern Region Real Estate Services, Washington State Department of Transportation, 2714 North Mayfair Street, Spokane WA, 99207 or by phone at (509) 324-6286.